

Appendix 1. Key comments and recommended changes to the Connectivity Infrastructure Plan

Key comments from the engagement

Comment	Response
General findings from engagement	A new page to be added to the Connectivity Plan document to outline key findings from the consultation. (A detailed report of the analysis of engagement responses will also be published on the Combined Authority's website along with a 'you said, we did' report to complement the updated Connectivity Plan document and Report of engagement analysis)
Comment that the plan is not bold enough on decarbonisation (– countered by some views that climate change should not be a priority)	Refresh the Mayor's foreword (p2) to reflect the outcomes from the COP26 Climate Change Conference (Glasgow, November 2021), work to develop and deliver the Combined Authority's Climate Action Plan and implications for the Connectivity Plan. Amend the section 'The big issues facing our region' (p8-9) to elaborate on the key theme of Climate Change and how the connectivity plan and its parts will deliver on national and local targets for decarbonisation.
Questioning of the relevance of Covid-19 recovery to a long-term plan and programme	Amend the section 'The big issues facing our region' (p8-9) to elaborate on the key theme of Covid19 recovery to describe the impacts of the Covid-19 pandemic and the related recession on the transport industry and services, and the short, medium and longer term actions contained in the Combined Authority's Covid Economic and Transport Recovery Plans to rebuild service levels and strengthen resilience.
Equality, Diversity and Inclusion (EDI),	Amend the section 'The big issues facing our region' (p8-9) to elaborate on the key theme of Inclusive Growth, adding new content to describe the Combined Authority's approach to EDI, and how this relates to our vision for inclusive growth with a particular focus on the accessibility of the transport network and improvements to our places Add to text to the section 'Our Design Principles' (p34-35) to describe the approach to EDI
Advocation of a 'de-growth' strategy where the economy is reduced in size rather than grown	Expand the section 'Investing in the future of West Yorkshire' (p4-5) and 'Our Policy Context' (p12-13) to describe and sign-post the Combined Authority's approach to facilitating inclusive and sustainable growth set out in the Combined Authority's policy framework including the adopted Strategic Economic Plan plus a range of supporting documents, and the Local Plans of the West Yorkshire partner councils
Need for a balanced approach with investment in smaller towns and peripheral/rural areas, as well as larger places	Expand the section 'Our Policy Context' (p12-13) to be emphasise that whilst the West Yorkshire economy is centralising around city and town centres, transport investment is being targeted to ensure that small towns and suburban and peripheral area have improved sustainable access to economic opportunity as well improving options for local travel and to neighbouring places
Better connecting housing growth should be targeted at established areas and not greenfield land	Expand the section 'Our Policy Context' (p12-13) and 'Our evidence' (p18-19) to clarify the central role of the Local Plans of the West Yorkshire partners in identifying locations for housing growth and the link between housing growth and partners decarbonisation plans
The need to integrate transport approaches to tackling deprivation with broader policy responses	Add text to the section 'Investing in the future of West Yorkshire' (p4-5) and 'The big issues facing our region' (p8-9) to explain how transport investment will work with, and be maximised by, other initiatives being delivered through the Combined Authority's policy framework to tackle deprivation
Concern that much is needed to make the bus a realistic alternative to car use	Add text to sections 'Our Investment / Connectivity priorities' (p10-11) and 'Our concept for connectivity' (p32-33) to elaborate on the approach to improving the bus offer – explaining the alignment of infrastructure improvements with accompanying action through the Enhanced Partnership and Bus Franchise workstreams and the Bus Service Improvement Plan

Concern that much is needed to make roads conditions more conducive to safe, convenient cycling	Add text to section 'Our Investment / Connectivity priorities' (p10-11) and 'Our concept for connectivity' (p32-33) to elaborate on the approach to improving the walking and cycling offer – identifying the commitment to implementing the government design standards LTN/120 for cycle infrastructure. Also to emphasise the role of Safer Roads interventions
Comments relating to operational detail (e.g. alignment of routes, new bus route suggestions, road safety concerns etc)	No proposed changes – The Connectivity Plan is high level. Comment on specific operational detail can be addressed in programme and project development
Wetherby and surrounding area considered overlooked.	Amend text describing the Leeds Bradford Area map (p24-25) to identify challenges relating to Wetherby and surrounding area of north-east outer Leeds Correct map for Schemes for delivery to 2025 (p36-37) to show extent of scheme 11 Amend map for Options for delivery between 2026 – 2040 to highlight Wetherby and better highlight demand responsive transport interventions. Provide explanation of what DRT involves elsewhere in document / and signpost to Bus Service Implementation Plan actions Review Appendix 1 and 2 with Leeds City Council to identify schemes that relate to Wetherby and surrounding area
Change in national policy context	
City Region Sustainable Transport Settlement programme (CRSTS) award outcome	Add text to the section 'Funding the infrastructure plan' (p50-51) to reference the CRSTS five year settlement 2022/23-2026/27, and accompanying Bus Service Improvement Plan (BSIP) – as the initial funding for the Connectivity Plan Amend Appendix 1. Programme A (Schemes for delivery to 2025) and Appendix 2 Programme C (Options for delivery between 2026 – 2040) to identify schemes that will form CRSTS delivery programme in the funded period 2022-27
Integrated Rail Plan	Amend the section 'Our Pan Northern Connectivity priorities' (p14-15) with changes to text and map to reflect the Government's new position on HS2 and NPR identified in the Integrated Rail Plan published in November 2021, and the response of the Combined Authority and partners in respect of long/medium distance rail connectivity needs by rail, and intra-city region rail capacity needs.